

THE DAILY BEE

OMAHA.

Thursday Morning April 6.

Weather Report.

(The following observations are taken at the same time of day at all the stations named.)
U. S. DEPARTMENT, U. S. SURVEY, SECTION 1.
Omaha, April 5, 1882. (145 p. m.)

STATIONS.	Barometer.	Thermometer.	Direction of wind.	Force of wind.	State of sky.
Denver.....	29.72	55	NW	Brisk	Cloudy
Cheyenne.....	29.76	47	NW	Brisk	Cloudy
Washburn.....	29.78	42	NW	Brisk	Cloudy
Omaha.....	29.81	50	NW	Brisk	Cloudy
Yankton.....	29.81	49	NW	Brisk	Cloudy
Des Moines.....	29.81	48	NW	Brisk	Cloudy
Davenport.....	29.81	47	NW	Brisk	Cloudy
St. Paul.....	29.81	46	NW	Brisk	Cloudy
St. Louis.....	29.81	45	NW	Brisk	Cloudy
Minneapolis.....	29.81	44	NW	Brisk	Cloudy
Vincennes.....	29.81	43	NW	Brisk	Cloudy
Bismarck.....	29.81	42	NW	Brisk	Cloudy
St. Joseph.....	29.81	41	NW	Brisk	Cloudy
St. Charles.....	29.81	40	NW	Brisk	Cloudy
St. Mary.....	29.81	39	NW	Brisk	Cloudy
St. Ignace.....	29.81	38	NW	Brisk	Cloudy
St. Anthony.....	29.81	37	NW	Brisk	Cloudy
St. Peter.....	29.81	36	NW	Brisk	Cloudy
St. Paul.....	29.81	35	NW	Brisk	Cloudy
St. Louis.....	29.81	34	NW	Brisk	Cloudy
Minneapolis.....	29.81	33	NW	Brisk	Cloudy
Vincennes.....	29.81	32	NW	Brisk	Cloudy
Bismarck.....	29.81	31	NW	Brisk	Cloudy
St. Joseph.....	29.81	30	NW	Brisk	Cloudy
St. Charles.....	29.81	29	NW	Brisk	Cloudy
St. Mary.....	29.81	28	NW	Brisk	Cloudy
St. Ignace.....	29.81	27	NW	Brisk	Cloudy
St. Anthony.....	29.81	26	NW	Brisk	Cloudy
St. Peter.....	29.81	25	NW	Brisk	Cloudy
St. Paul.....	29.81	24	NW	Brisk	Cloudy
St. Louis.....	29.81	23	NW	Brisk	Cloudy
Minneapolis.....	29.81	22	NW	Brisk	Cloudy
Vincennes.....	29.81	21	NW	Brisk	Cloudy
Bismarck.....	29.81	20	NW	Brisk	Cloudy
St. Joseph.....	29.81	19	NW	Brisk	Cloudy
St. Charles.....	29.81	18	NW	Brisk	Cloudy
St. Mary.....	29.81	17	NW	Brisk	Cloudy
St. Ignace.....	29.81	16	NW	Brisk	Cloudy
St. Anthony.....	29.81	15	NW	Brisk	Cloudy
St. Peter.....	29.81	14	NW	Brisk	Cloudy
St. Paul.....	29.81	13	NW	Brisk	Cloudy
St. Louis.....	29.81	12	NW	Brisk	Cloudy
Minneapolis.....	29.81	11	NW	Brisk	Cloudy
Vincennes.....	29.81	10	NW	Brisk	Cloudy
Bismarck.....	29.81	9	NW	Brisk	Cloudy
St. Joseph.....	29.81	8	NW	Brisk	Cloudy
St. Charles.....	29.81	7	NW	Brisk	Cloudy
St. Mary.....	29.81	6	NW	Brisk	Cloudy
St. Ignace.....	29.81	5	NW	Brisk	Cloudy
St. Anthony.....	29.81	4	NW	Brisk	Cloudy
St. Peter.....	29.81	3	NW	Brisk	Cloudy
St. Paul.....	29.81	2	NW	Brisk	Cloudy
St. Louis.....	29.81	1	NW	Brisk	Cloudy
Minneapolis.....	29.81	0	NW	Brisk	Cloudy

LOCAL BRIEFS.

Duprez & Benedict tonight.
—It looks as if the rainy season had fairly set in.

—Finest assortment of Prang's and hand painted Easter cards at Hope's, 4-24.

—Three-fourths of the fire alarms are now sent in by telephone.

—Len Hawkins, the young colored man who attempted suicide on Monday night, is pronounced safe.

—The city council did more work in less time Tuesday than at any meeting ever held by them.

—The funeral of the late Mrs. J. McVittie took place at 10 a. m. yesterday, interment at Prospect Hill.

—It is a remarkable coincidence that Haeckel and Hornbarger were each beaten by just ninety-nine votes.

—The district court yesterday after transacting a little ordinary business, took a recess until 1:30 p. m.

—The entertainment under the auspices of the Sodality of the Holy Family parish has been postponed to the 25th inst.

—Fresh Cows for Sale—Two extra fine thoroughbred Jersey cows; two extra fine common cows, kind and gentle. Graham P. Brown, Nebraska Poultry Yards, West Omaha.

—There is nothing that draws a crowd in Omaha like a minstrel show and Duprez & Benedict, who "take the cake" in that line, will have a big house at Boyd's tonight.

—Rev. J. W. Ingram was compelled to abandon his meeting at Shuylor on account of an attack of fever. He returned home Tuesday and is now confined to his bed.

—Duprez & Benedict's minstrel, the oldest traveling organization of the kind in existence, will appear at Boyd's on Thursday evening, and as usual will be greeted by a large audience.

—It is said that the men recently discharged at the U. P. transfer were those who came over and attended the funeral of the late Geo. Armstrong, and that that was the cause of the bounce.

—The rain, which has been increasing steadily, extends as far west as Sidney. The rainfall is heavy over the whole distance. From Laramie to Green River it was snowing, and from the latter point to Ogden the rain was falling heavily.

—The city friends of the Saratoga Lyceum, will be glad to learn that the closing meeting is deferred until next week, Wednesday, April 12th. The present condition of the roads would otherwise detract from attending.

—In the police court yesterday one drunk was sent to jail and one disturber of the peace ditto. A warrant was issued for our worthy street commissioner on the charge of striking a man. Considering all things it was a remarkably creditable docket for the day succeeding election.

—When Major Doune arrived at the treasurer's office yesterday, he was confronted with a card upon which the vote of yesterday was recorded in large letters, followed by the words, "Ipe Dixt. Toes up." He lays it to the city official who has a surplus of initials.

—The party arrested Tuesday under suspicion of stealing the surgical instruments sold to Schreier & Becht was discharged by Judge Bencke yesterday. It appearing that he had come by the property through the mistake of a party who carried off his own valise and clothes and left him a satchel containing among other things three speculums.

—New Tomatoes, String Beans, Asparagus, Cucumbers at Wiemers', 4-25-26.

—The government stern-wheel steamer General Sherman arrived at this port Tuesday en route from St. Louis to Bismarck, whether the boat goes to transport government supplies to the upper Missouri river. The steamer left St. Louis two weeks ago, with a light load of supplies and no passengers, bound for Benton.

—The ladies of the Congregational church are preparing an entertainment which will shortly be given in the church parlors in which a fan drill will be the principal feature. Reports from the rehearsals indicate one of the most unique and pleasing entertainments of the season which will certainly draw a large audience.

—On Sunday morning last, Abram Euskirk, of Minneapolis, Cass county, a young man of twenty, attempting to shoot at geese, exploded the left barrel of his gun, shattering his hand so badly that amputation at the wrist was necessitated. Dr. George Stewart, of South Bend, performed the operation.

—Tuesday was the fifteenth anniversary of the arrival in this city of Mr. Bertram Hansen, for many years connected with the Union Pacific land department, from which he retired April 25d, last, on account of failing health. Since April 4th, 1867, Mr. Hansen has seen many changes in Omaha, which, in those years, has risen from a village to metropolitan importance. He has held many responsible positions, and under his guidance and efforts thousands of settlers have taken up their homes in Nebraska. Although he has traveled the world over, he says he has no desire to leave Omaha again, and will make it his home for all time to come. He is the agent here for the Pacific Coast Steamship company.

ROSEWATER'S REVIEW.

The Annual Report of the City Engineer on Public Works.

The Street Grading and Guttering Done and to Be Done.

The Waterworks—Hanscom Park—The Viaduct, etc.

The annual report of the city engineer, Mr. Andrew Rosewater, upon the general subject of public works, has been submitted to Mayor Boyd, who will present it to the city council next Tuesday evening. The contents of this report will be of interest to every citizen and the suggestions made will be worthy of special attention. The report is as follows:

STREET GRADING.

The following work has been practically concluded under the head of grading during the past twelve months: Cass street, from Twentieth to Thirtieth was completed by the Duffy Bros., and accepted by the city. It embodied 17,663 cubic yards of grading at 16 cents per yard, amounting to \$2,826.08. Tenth street grading, let to Lake McDermott, is just being brought to a close. It will embody approximately 13,000 cubic yards, which, at 24 cents per yard, will amount to \$3,120.00. On the above, \$1,237.50 has been paid the contractor. The work on the streets by the street commissioner aggregates to March 1, \$13,175.42, leaving an exhibit of approximate expenditure for grading and cross-walks and repairs, \$19,219. Of this, \$3,000 is paid by special tax, thus leaving a total expense for grading, by contract and otherwise, for the year ending March 31, about \$19,219.

In addition to the grading done by the city, the county has graded Twentieth street south of St. Mary's avenue, to a width of forty feet; also, the extension of Farnam street, Cunningham street and several main thoroughfares connecting leading county roads with the streets of the city.

CURBS AND GUTTERS.

At your solicitation an ordinance establishing lines twenty feet from the property line, or one-fifth the width of streets, was prepared by me and adopted early in the season. Another ordinance increasing the depth of gutters was also passed, and will very materially improve the drainage capacity of the streets. Since the adoption of these ordinances the contracts for curbing and guttering were let, one on

TENTH STREET, to Messrs. Drexel & Mack, extending from Farnam street south to Pierce street; it is now about two-thirds completed, though some of the work will have to be modified to comply with specifications, before being acceptable. The total extent of the contract amounts to about \$11,000, being based upon the following rates: 78 cents per linear foot for curbing; 75 " " " for 5 foot gutters; 80 " " " for 5 " " " 105 " " " for 7 " " "

A contract has also been awarded to John Green for curbing and guttering Dodge street from Twentieth to Thirtieth street, based upon the following rates: 70 cents per linear foot for curbing and \$1.35 per foot for guttering. This will aggregate about \$9,896.10. The rates of assessment on that part of the street west of Seventeenth street, where curbs have been directed to be set thirty feet from the property line, will be somewhat increased in the blocks affected, owing to the increased lengths at the corners of the streets. My experience in the past season leads me to suggest the appointment of proper inspectors to remain on all such contract work during the construction, to see to the proper enforcement of specifications. It is impossible for the city engineer to see to the compliance with specifications in all details, for the reason that whenever he is called away advantage is taken by the contractor in work which admits of concealment. The cost of inspection should be a part of the expense embraced in the levy against the property on which the cost is assessed.

SEWERAGE.

The most extensive public work done in the past year is the adoption of plans and actual construction since October 1st, of three and one-fourth miles of small pipe sewers, covering the area between Farnam and Howard streets, east of Twentieth. The system, as is well known, is designed for the disposal of sewerage only. Its general operation has already been described in special reports submitted. I only wish to say, therefore, in connection with this subject, that a claim involving the payment of a royalty of ten cents per foot on all pipe laid under this system may come up in the courts. It is based upon a patent issued covering various special contrivances, for flushing, ventilating, etc.; also upon the broad ground of the use of the pipes on the general principles involved in this system. So far as the patented contrivances are concerned, I have made special designs for the sewer carried out here, which does the necessary service of flushing automatically from that of the patentee. So that the only basis upon which, in my opinion, a royalty can be enforced, is a decision that the general principle of automatic sewer flushing, regardless of the mechanism used is covered in Mr. Waring's patent. This question has not as yet been tested in the courts of this country, though it has been much discussed in engineering journals. In the interest of all parties concerned, I would advise the city to let the courts pass upon the claims, unless they are withdrawn. The cost of the three and one-fourth miles alluded to is as follows: 1,672 feet of mains, which include 600 feet of sixteen-inch iron pipe under work, \$10,123.79; feet paid to Mr. Waring, \$1,122.50; feet paid to Mr. Waring, \$1,122.50; feet paid to Mr. Waring, \$1,122.50. Total, \$13,787.51.

There has been in addition to the

above \$2,586 drawn on the bond fund to pay for pipes used in the laterals, which, however, will revert back to the fund as soon as the special tax which covers this expense in the four districts now completed are collected. This, therefore, makes the expense thus far actually incurred by the city on the small pipe system:

By sewer district No. 1, 4,576 feet, \$4,933.96
By sewer district No. 2, 4,511 feet, \$4,796.25
By sewer district No. 3, 3,582 feet, \$3,960.84
By sewer district No. 4, 3,194 feet, \$3,553.18

Total, 15,663 feet, \$17,244.23

The cost of laterals has been slightly increased above the original estimate, owing to a general demand to have pipes sunk deeper in order to drain the lowest cellars, and, with that in view, they were sunk from ten feet to a great depth at twenty feet. The general demand for sewer connections in this city, since these sewers have been built, is so great that, in order to extend facilities for lateral sewer connections throughout the city, I would recommend the immediate advertising for the material necessary for the mains extension north to Cumming street. The cost of material and laying of pipe will involve an expenditure not to exceed \$10,000, from its present terminus near Dodge street to Cumming street.

It will also be necessary to lay the pipe under the bluffs to Davenport and Ninth streets, through private grounds. The cost of such right of way would be nominal compared with the improvement secured in the general grade and nature of foundations. The entire work of laying pipe sewers on the main and part of the lateral was carried out under the personal supervision of my assistant, Mr. Geo. W. Tilson, C. E., whose care, skill and fidelity to the interests of the city I cannot commend too highly. Very frequently when working through wet, treacherous ground, where we had to be pushed out at night and were prosecuted without stoppage, he remained with the work as late as 2 o'clock in the morning.

SIDEWALKS.

The complex system now in vogue, touching the construction and repair of sidewalks, makes it impossible, without taking up several weeks' time, to furnish any accurate data upon that branch of public works.

The only method to secure uniformity in that branch is to direct the construction of walks by uniform districts or street lines, directing the engineer department to prepare descriptions on any line desired to be perfected, of the required width, and then proceed with a general order without exception. As it is now, partiality is often shown and misunderstandings and improper descriptions constantly arise, which make the drawing up of levies a most difficult task, and the enforced collection upon them one of uncertainty. Contracts for construction of walks of various specific sizes, instead of being let every few weeks in small batches, should be let in large lots in blocks of different walks, to be ordered anywhere in the city for periods of three or six months at a time, and so also for repairs, at a given rate per 1,000 feet of lumber.

CITY ADDITIONS.

Absence of proper field notes on maps, of additions and requisite substantial corners as basis for future work, leads me to suggest, as the only protection for the city, that adoption of a rule requiring all street and alley corners to be designated by oak posts or stones, and a complete set of field notes duly certified to by the surveyor upon the plot. No addition should be accepted without being first sanctioned in the particulars above mentioned by the city engineer.

THE ENGINEER DEPARTMENT.

Under provisions made by the city council, I was authorized to employ a draftsman and such assistants as were absolutely necessary to prosecute the surveys and carry out the public work. This was done under restricted conditions of economy. A large part of the work of the previous years which had been left recorded on loose scraps, was permanently entered upon record books procured for the purpose. Profiles of streets, alleys and sewer lines have been entered and rapidly transferred from all sources to large profile books, contract and specification books have been started for ready reference, and a draftsman is now engaged completing the record of all four sewerage districts in which sewers have been laid. The increasing labor incident to sewer work and the large amount of work which the office is called upon to do daily, in turning house numbers, data of grades, etc., to citizens, render it necessary that a draftsman and clerk be permanently employed. In addition to this a corps of assistants, rodman and chainman, should be supplied commensurate with the work on hand.

HANSCOM PARK.

Although the civil ordered plans for water pipe lines and fountains for the park last fall, want of time has precluded any more than general attention to this subject under any circumstances. Want of funds would have prevented much outlay by the city at this time. From general examination of the grounds, I believe that by widening of the south ravine, with a stone wall across the lower end, and a very high concrete dam developed by the use of water from the waterworks, which for park purposes is guaranteed free. I am not, however, at present able to detail any system of improvements in that direction. The construction of the street railway to the park this spring will naturally suggest these improvements. The question, however, will be one of finance.

WATERWORKS.

The past year has developed rapid and very much needed facilities for water supply of the city through the construction of waterworks. Although the system with a high reservoir is one that could not well be improved upon as a system, yet there are features in the execution of the present works which the city for its prosecution should carefully see carried out. The contract with the city requires the proper location of hydrants with reference to grades and curb lines. It calls for a specific capacity of the engines; a specific capacity of settling basins and storage reservoirs, and evidence of the proper laying of pipes and the effective capacity of pumps, etc.; it specifies the kind and heights of the water to be thrown in tests to be applied by the city council. Quite a number of these tests were attempted last year, and with the exception of the High school test none proved satisfactory, that is, came within the strict bounds of requirements. The tests of the eight streams on Farnam street developed the fact that whatever fuel was used the pump works, six streams could readily reach the standard height, but when more than that was attempted the waste of water exceeded the pumping capacity, and as a result

the streams fell short, decreasing with the prolongation of the effort. There is no doubt in my mind, from observations made at the reservoir and stream test applied to the reservoir direct, that the waste of water is not so readily made, as calculations based upon hydraulic principles substantiate such expectations. I wish, however, in the public interests to make the suggestion, that as these tests are indicated in the contract and the city is empowered to make them, that the city in future take charge of the tests when making them and exact the opening of all valves through-out the line of pipes laid. I would further suggest, as the most important of all tests, that of the pumping capacity of the engines themselves—that in the future the tests begin there. The city has nothing to do with the economic duty of the engines, but simply capacity.

As the present system is designed for the fire protection as well as water supply of the city, I would suggest also that the laying of another sixteen-inch main from the pump works to the storage reservoir be urged. At present the pump and supply main are the same. A breakage on its line at night may, before discovery, result in the absolute exhaustion of the storage reservoir, and at the same time preclude direct supply. The latter suggestions are made in view of the numerous leakages which have occurred on the main in the past six months. Whether this double line can be demanded by the city under its contract I do not know, but I simply allude to it as an important precautionary measure against possible accidents to city interests, to the city's advantage.

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HEADLIGHT GLEAMS.

Echoes from the World on Wheels.

The Emigration Boom for 1882 Begins.

A well known railroad man says that at no distant day Omaha will have the finest and most convenient railroad yards in the United States. The work of the B. & M. in leveling down the hill on the river front shows what can be made of a hitherto neglected portion of the city. Other roads will follow suit, the U. P., Pacific and St. Paul, and Missouri Pacific, all own property in this locality, and it is predicted that they will in time, buy up the whole space between 8th street and the river, and from the pump house to Boyd's packing house, and make it one of the finest properties in the city by covering it with freight and passenger depots, tracks, etc. It certainly would not be a bad idea and by filling up the ponds and grading the hill would make a first class railroad headquarters.

DIPLOMACY ON WHEELS.

The newly appointed minister from Russia to the United States, Baron Struve, who recently arrived in San Francisco from Japan, where he was consul general, passed through the city Tuesday, en route to Washington City. He occupied the Pullman hotel car "International" and was accompanied by his family and a retinue of servants. The party went east over the North-Western.

REVISING FREIGHT RATES.

The Iowa Trunk line association has just issued a new freight tariff. By it, the rates from Chicago to the Missouri River will not be changed but the new tariff effects a reduction of about 5 cent per hundred pounds on first, second and third classes, and classes A, B and C, from Peoria to the U. P. transfer. There will be a complete change in the rates on railway equipment. For passenger cars, on the standard gauge trucks, furnished by the shipper, or loaded on flat cars, from Toledo, Detroit or Adrian, the new rate will be \$80; from Chicago, \$75; from Peoria, \$65; and from East St. Louis and other east Mississippi river points, \$60. The rate for mail or baggage cars, per car, from Toledo, will be \$71.50; from Chicago, \$65; from Peoria, \$49.50; from East St. Louis, \$44. The rate on box, stock, coal and flat cars, per hundred pounds, will be: From Toledo, 25 cents; from Chicago, 20 cents; from Peoria, 17 cents; from East St. Louis, 15 cents. Locomotives and tenders, on their own wheels, and flat cars, actual gross weight, will be charged for as follows: From Toledo, 18 cents per hundred pounds; from Chicago, 15 cents; from Peoria 13 cents; from East St. Louis, 12 cents.

HEADLIGHT GLEAMS.

A new time card is in preparation by the Northwestern road, which will go into effect about the 9th inst.

The Fitzgeralds in the employ of John Fitzgerald, at or near Tecumseh, to the number of about 200, struck the other day for higher wages. The great railroad refused to accede to their demands.

Grateful Women.

None receive so much benefit, and none are so profoundly grateful and show such an interest in recommending Hop Bitters as women. It is the only remedy peculiarly adapted to the many ills the sex is almost universally subject to. Chills and fever, indigestion or deranged liver, constant or periodical sick headaches, weakness in the back or kidneys, pain in the shoulders and different parts of the body, a feeling of lassitude or despondency, all are readily removed by these bitters. —[Courant.]

Supreme Court.

The following decision has been rendered by the supreme court of Nebraska:

Parker vs. Nanson. Error from Douglas county. Reversed. Opinion by Lake, Ch. J.

1. Evidence examined. Held not to support the verdict and a new trial awarded.

2. A tenant in possession of property under a lease cannot dispute his landlord's title, nor take from another a paramount title to the injury of his landlord, nor absolve himself from the payment of rent to his landlord by taking a lease from a stranger.

"BUCHUPATIA."

Quick, complete cure, all annoying kidney, bladder and urinary diseases. \$1. Depot at C. F. Goodman.

The Largest stock of Jewelry and Watches, substantial and good at all prices at Huberman's, corner 13th and Douglas.

Wei De Meyer's CATARRH CURE.

The antidotal theory, now admitted to be the only treatment which will eradicate Catarrh of the bladder.

Rev. Geo. H. Taylor, 140 Noble street, Brooklyn, N. Y.: "One package effected a radical cure. Geo. A. Reis, Cobleskill, Schoharie Co., N. Y.: "It restored me to my ministerial duties." Rev. W. H. Sumner, Frederick, Md.: "Five remittances in six cases in my family." Rev. Geo. E. Pratt, St. Stephen's Rectory, Pa.: "Quite wonderful; let me distribute your 'Treatise'."

Chas. H. Stanhope, Newport, R. I.: "I was too dead to hear the church bells ring; hearing restored." George W. Lambright, 73 Bidwell street, Baltimore, Md.: "Suffered 9 years; perfectly cured."

M